## THE PESTROYING ANGEL

A Forw of the Calamities 1872, Deceased.

CI O THE WHEEL OF PROGRESS.

ed of the Ravages of Fire. Water and Ether Red.

DEAD BY ACCIDENCE.

Property Destroyed in the Letropolis in the States.

STRUCK BY LIGHTNING.

A Shocking Picture of Human Suffering and Inhuman Neglect.

RAILROAD SLAUGHTERS OF THE YEAR

Melancholy Statistics for Lawmakers and Philanthropists.

Butcherlos and Accidents Ascribed to Providence.

THE ENGLISH RECORD.

Explosions, Collisions, Deaths by Drowning, Street Car Accidents, Ordinary and Extraordinary Mishaps at Home and Abroad.

The year 1872, which has just gone out, will long e remembered as one of the most remarkable for the numerous and heavy disasters that have been used by the elements. Fire and water were active in the work of destruction; doleful shipwrecks at sea and vast conflagrations on land, attended with heavy loss of life, were of frequent occurwanting to swell the catalogue of calamities. The great fire in Boston perhaps stands forth as the aviest destruction of property, and there have to be added the burning of the Escurial in Spain: the skyl and daring of the sailors of the American seet; the National Palace, in the city of Mexico; Warwick Castle and Canterbury Cathedral; but the ares in this city during the past month, resulting in the death of so many young women, are certainly the saddest part of the story of the year. To give a list of shipwreeks would occupy too large a space; but there may be mentioned the Metis, the Biengreater portion of their crews and passen-gers found watery graves. The Sacramento, Guatemala, Nevada and St. Louis were also lost during the past few months, but, fortunately, with-out sacrifice of life. The Denmark—formerly the Great Republic, burned in New York in 1859was also lost. The unexampled heat of July and lugust brought forth its crop of deaths by sunsent Winter has resulted in hundreds of marine easters that hardly find a parallel in years past there have been storms and floods. The north of Europe has suffered from both; but in Italy, France and India the latter have caused the

Below will be found a list of fires, railroad accidenta, explosions, &c., that have taken place during 1872 in the United States. It presents a shocking picsure of the sufferings inflicted on thousands of peo and of the vast destruction of property. In est of the instances there can hardly be a doubt that if ordinary prudence was observed they never ld have taken place, and their number als argue neglect in the enforcement of the laws by those charged with the duty. Greed and reckness, likewise, have had much to de in entare turn their attention to providing for the better protection of the life and property of our citizens. showing the principal fires and railroad accidents that occurred in Great Britain in 1872. There is nothing to compare with the loss of life that has occurred at conflagrations in this country, where miserably perished in burning buildings during the past year. There must be a better description of law in England, or, at least the description of in the city of New York alone thirty human beings put in force; but, at all events, the loss of life at sea and land, owing to criminal deficiency of boats and apologies for fire escapes, should meet the atten-tion of those entrusted by the people with their protection, in these respects, without any further delay.

Fires in the City in 1872.

The table appended, courteously furnished at the ice of Chief Engineer Perley, gives a summary of office of Chief Engineer Perley, gives a summary of fires that occurred in this city during the year. In comparison with the total number of fires the number totally destroyed is very insignificant, but the loss of property amounts to millions. The sacrifice of life is by far the most painful feature in the table, which will cause it to be considered with the most attention. Thirty persons were either smothered ing two firemen. The principal buildings destroyed during the year were Niblo's Garden, Barnum's Museum, Grace Chapel, Lina Theatre, Fifth Avenue Hotel (seriously damaged), printing establishment on Centre street and Maillard's confectionery. The following is the

in all	Total Num-	Destroyed	Skightly Damaged	Considerably Damaged	Estimated Loss	Insurance	March 24.—Farm buildings, near Theresa, N. Y. The occupant, while attempting to save his children's lives, perished in the flames.  March 24.—Kobinson & Co.'s sash factory, Baltimore. Loss \$50,000.  March 24.—Hanway's dye mills, Greenpoint, N. Y. Loss \$30,000.  March 31.—City Laundry, Concord, N. H. Loss \$10,000.  April 3.—Northern Central Railroad bridge at Pittsburg, Pa.; half distance extending to span. Loss \$200,000.  April 4.—Yeager's extensive flouring mill, St. Louis, Mo., the largest in the city. Loss \$85,000.  April 13.—Business portion of Ayer, Mass., destroyed. Not agrocery or dry goods store escaped.
January February March April May June July Angust September October November December	137 126 146 155 193 146 167 103 94 90 130 172	7333533 2156	40 41 58 39 59 20 34 35 10 24 15 61	5 5 7 5 12 4 5 11 15 20	\$357,910 96,665 146,715 617,305 472,178 241,620 133,230 148,470 93,035 550,735 492,000	227,100 368,164 1,175,000 1,887,800 673,614 523,550 720,184	
Total Casualti The followseported by ing the yest January	wing is y the 2 tr 1872: 12.—Mi	a list	of the York charg	rk I le pri Fire	Fires in incipal concept Departm	asualties nent dur-	Loss \$200,000, April 14.—Incendiary fire, Orange, N. Y. Six stores burned. Loss \$15,000, April 14.—Elevator, with 50,000 bushels of grain, at Warrensburg, Mo. Loss \$100,000. April 14.—Union block, Westborough, Mass. April 14.—Ten houses, Pittsville, Pa. Charles Ewing was run over by a wagon and killed. Loss \$15,000.

January 12.—Man in charge of oil refinery, 106th street and First avenue, badly burned.

January 12.—Lizzie Callahan, 124 Chariton street, fell upon stove in a fit and was badly burned.

January 13.—Johanna Rouch, No. 4 Goerck street, badly burned.

January 14.—Foreman John Castle France.

January 14.—Foreman John Castle, Engine No. 12, iell from fourth to third floor and suffered se-January 22.—William Patten severely burned,

327 Broadway. January 24.—Firemen Kelly and Campbell, En-ne Company No. 20, fell from ladder and were

February 14.—Remains of a man found at Nos. 9

February 14.—Remains of a man found at Nos. 9
and 11 leaxter street, while overlauling rubbish.
February 20.—Joseph Mass fell thirty-live feet
from ladder and sent to hospital.
February 20.—Br. J. H. Vere badly burned at 407
West Twenty-third street.
February 21.—Mrs. Margaret Weatherhed, eighty
years old, found dead upon floor, suffocaned.
March 6.—John McNemara, a fireman, ran over at
fre, 33 leekman street. a Beekman street.

a Beekman street.

ch 6.—Body of Moses Jackson, a boy,
hered in hayloit, 421 West Thirtieth street.

March 15.—Mrs. Mary Coleman, 14 Roosevelt street, badly burned by clothes taking fire.
March 16.—Poreman Woods, Engine No. 33, fell through a skylight and badly injured, at 46 Marion street. street.
April 27.—Isabel Kingsley dangerously burned by clothes taking fire, 148 Wooster street.
May 1.—William Kline, fireman, leli from roof 14 and 16 Ann street and suffered severe injuries.
May 1.—Joseph and James McSherry, taliors, burned to death in building 24 and 26 Weoster street.

June 22.—Which fire at 18 and 20 interly attest was nearly extinguished a carboy of spirits of litre exploded, severely injuring twenty-one men selonging to the Fire Department, one of whom, dward Burke, subsequently died.

June 24.—Three citizens badly burned while trying to extinguish fire at 36 Thompson street.

June 29.—Wall of building 58 Washington street ell and one woman and one child fatally injured. No fire.

No fire.

July 17.—A citizen severely injured at 49 Montgomery street by explosion of a kerosene lamp.

September 8.—During fire at foot of Sixty-sixth street, North River, Jacob Stilger, a fireman, Engine No. 23, was fatally injured.

October 4.—A woman severely burned at 1,646 Second avenue.

December 10.—Eleven girls burned to death at Pifth Avenue Hotel. December 16.—Mary Shaw burned to death at 149

December 10.—man, or in Centre street six girls and one boy buried in ruins.

Pires in Brooklyn in 1973,

The following is a list of the principal fires that occurred in Brooklyn in 1872:

January 21.—King's distillery, Division avenue, Williamsburg. Loss \$15,000.
February 10.—Lorillard's tobacco factory, Sedgwick street. Loss \$30,000.
February 22.—Lippman & Co.'s clothing establishment, Williamsburg. Loss \$15,000.
May 10.—Cuba Sugar Refinery, Gold street. Loss \$20,000.

November 18.—Wooden grain elevator, Atlantic Docks; 100,000 bushels of grain destroyed.

November 20.—Altenbrand & Co.'s mait house partially destroyed. Loss \$40,000.

November 23.—Barber's stationary elevator, Pacific street. Loss \$15,000.

December 22.—Tabernacle church. Loss \$100,000.

Fires in United States in 1872. A large number of disastrous fires have occurred throughout the country during the year. The ap-

pended is nearly a complete list of the principal

conflagrations :-

conflagrations:— JANUARY.

January 14.—Bailey's olicioth factory, with adjoining mill, Winthrop, Mass., destroyed. Loss \$100,000. A watchman named Birdsall, after giving alarm, entered works and was burned to death.

January 18.—Younglove & Co.'s extensive works, Cleveland, Chio, destroyed. Loss \$75,000.

January 18.—City Flour Mills. Auburn, Me., destroyed. Loss \$25,000.

January 19.—Iron works, Natick, Mass. Loss \$5,000.

January 29.—Hotel at Hawe's Cave, on line of Albany and Susquehanna Railroad, totally destroyed. Two persons burned to death and one fatally injured. Loss \$20,000.

January 28.—Brass Manufacturing Company's buildings, St. Louis, Mo., destroyed. Loss \$150,000.

January 28.—Boys' House of Refuge, New Orleans. Loss \$20,000.

January 28.—lee boat Maryland, at Baltimore. Robert Woolsey, engineer, burned to death. Loss \$150,000.

January 20.—Needham's agricultural implement warehouse, Jefferson, Texas, and a square of buildings. J. L. Bloomingdale killed by isiling of burning walls.

January 29.—Alarming fire in Heboken, N. J., In heart of a block of cutter frame buildings. Though a high wind was blowing the flames were observed.

checked.

January 30.—House and barn of Zenas Cushman,
Plymouth, Mass., burned and he himself perished
in the flames.

January 31.—Trinity Episcopal church, Covington, Ky., was found on fre. A horse attached to a
hose cart ran away and fataily injured John Rheinheliter.

FRBRUARY.
February 2.—House of Good Shepherd, Louiselle, Ky., considerably damaged. The children

saved.
February 2.—Engine works, Newcastle, Pa. Loss \$70,000.

February 2.—Iron planing mills, Cincinnati. Los-\$15,000.

Loss \$60,000.
February 14.—Union passenger depot, Normal, Ill. Loss \$25,000.
February 14.—Six stores in Chicago. Loss

February 14.—Methodist Book Concern, Nash-ville, Tenn. Loss \$20,000.

Mass.
February 20.—Crosby's steam sawmill, Charleston, N. H. Loss \$10,000.
February 22.—Haptist church and a number of valuable buildings, Selingsgrove, Pa. Loss

February 22.—Street's cotton and knitting mill, Kenwood, near Albany, N. Y. Loss \$50,000. February 22.—Destructive fire, Arkadelphia, Ark. Loss \$15,000.

Ohio.
February 24.—Partial destruction of American Iron Works, Pittsburg. Pa., the most extensive in United States. Over 2,500 men thrown out of employment. 1.088 \$100,000.
February 24.—Beliefonte Mills, Cranston, R. I. One of the buildings burned was the first manufactory of broadcloth in America. Loos \$10,000.

March 24.—Two blocks of buildings, including Limerick Bank, telegraph offices and other buildings at Rockland, Me.

March 24.—Robson's saw mill, Biddeford, Me.

March 24.—Daly's farm buildings, Comac, L. I.

15,000.

April 20.—A number of stores, Shawburg, La.
April 21.—Mount Vernon House, a well knumer resort.

May 5.—Standard Oil Works, Cleveland, Ohio.
Oil escaped and caused destruction of shipping house and platform. Over 5,000 barrels burned.
Loss \$80,000.
May 5.—Six squares in Company of the company of t

oss \$80,000.
May 5.—Six squares in Somerset, Pa., in heart of own and comprising one-third of its entire value. It churches and public buildings destroyed. Loss

S1,000,000.

May 5.—Tully Hotel and a number of buildings in syracuse, N.Y. Loss \$40,000.

May 12.—Fahnestock's lead works. Loss \$500,000.

May 12.—Disastrous fires raging on South Mounains, near Carlisle, Pa.

May 12.—Workshops attached to Atkins' iron rolling mills, Pottsville, Pa. Loss \$15,000.

May 28.—Jersey City silk factory, Hackensack blank road, entirely destroyed. Loss \$40,000.

May 28.—Shaw's block, one of the largest in Bidleford, Me. Loss \$30,000.

June 25.-Gall & Co.'s large dry goods establish

ruary 22.—Bonel's spoke factory, St. Mary's,

July 0.—New York Central Railroad depot, West hibany, N. Y. Loss \$255,000. July 7.—Reckerton's railroad machine establish-nent, Philadelphia. Loss \$46,600. July 13.—Indiana State Prison; no convicts es-July 18.—Indiana State Prison; no convicts caped. Loss \$40,060.

July 18.—Disastrous fires at Millville, N. J.; strong wind prevailed. Loss \$40,000.

July 20.—Planing mills, lumber piles and oil refinery destroyed. Loss \$100,000.

July 20.—Quinn & Co.'s boiler establishment, burned to death in building 24 and 25 weesterstreet.

May 4.—Engineer George W. Wade injured severely; fireman McGinley fell and was run over.

May 17.—Body of Mrs. Daly found lying dead at foot of stairs 54 Leonard street.

May 26.—Fireman Jones, Engine No. 8, fell from ladder; severely injured.

June 16.—Body of child of Herman Eilerman found after fire at Eighty-eighth street, between Eighth and Ninth avenues.

June 22.—When fire at 18 and 20 Liberty street was nearly extinguished a carboy of spirits of

Portland, Me.
July 20.—Walker's planing mill, Corning, N. Y.
July 20.—Walker's planing mill, Corning, N. Y.
July 22.—Zinc works on Passaic River, near Newark, N. J. Loss \$20,000.
July 28.—Twelve cars containing oil burned at
Elmira (N. Y.) Station of Eric Railroad. Loss

August 3.—Dean Academy, Franklin, Mass; entre chemical and philosopical apparatus destroyed. Loss \$120,000.

August 3.—Pottery works, Trenton, N. J. Loss \$30,000.

August 7.—Continental Sugar Refinery, South Boston. Loss \$250,000.

August 8.—Stables and blacksmith shops, Cincinnati. Loss \$10,000.

SEPTEMBER

September 1.—Niagara Puper Mills, Middletown, Ohio. Loss \$42,000.
September 4.—Reed House, Erie, Pa. Loss \$30,000. \$30,000.

September 5.—Presbyterjan church and twenty buildings at Mishawaka, Ind. Loss \$150,000.

September 12.—Boiler building on new bridge of New Jersey Railroad, Newark. Loss \$120,000.

September 15.—Large block of tenement houses in Manchester, N. H., caused by explosion of a kerosne lasm. Second avenue.

October 9.—Remains of Nicholas Madson found in ruins 55! West Thirty-second street.

November 9.—Remains of man supposed to be Aaron Adyre were found after fire at 257 West Twenty-seventh street.

November 9.—Foreman McQuigg fell from truck going to fire 473 First avenue and was severely insured. in Manchester, N. 1., Condit & Sone' paper mill, Shaw-sene lamp, September 20.—Condit & Sone' paper mill, Shaw-angunk, N. Y. Loss \$200,000. Eeptember 30.—Ten buildings, Bridgeport, Conn. Loss \$160,000.

October 4.—St. Louis (#6.) rope and bagging factory. Loss \$80.00.
October 9. sight stores, Plainfield, N. J. Loss r 10.—Extensive business buildings, Ban-This was the most disastrous are that I since June 1, 1869, in the city. Loss ber 12.—Fall River (Mass.) Coal company's October 12.—Fall River (Mass.) Coal company's stores. Loss \$30,000.
October 13.—Rolling mills buildings, Cambria Works, Pittsburg, Pa. Loss \$400,000.
October 16.—Cowper's rolling mills, Trenton, N. J.; partially consumed. Loss \$70,000.
October 18.—Hoolmarth's handle works. Sandusky, Ohlo. Over one hundred men thrown out of employment.
October 20.—Prairie fires near Omaha, Neb. Soldiers at barracks called out to check spread and save government property.

NOVEMBER.
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NOVEMBER.

November 9.—St. James Hotel, Cooperstown, N. Y. Loss \$9,000.
November 9.—Great fire in Boston.
November 15.—Keystone Saw Works, Philadelphia; one of the largest of the kind in America.
Loss \$160,000.
November 16.—United States Court House, Post Office and other buildings at Fort Smith, Ark. Loss \$100,000.
November 27.—Miller's carriage and agricultural implement establishment, Maltoon, Ill. Loss \$50,000.

ral implement establishment, Mattoon, Ill. Loss \$50,000,

DECEMBER.

December 9.—Comistock's furniture establishment, St. Louis, Mo.

December 14.—Peterson's saw and planing mill, Jamaica, L. I. Loss, \$17,000.

December 17.—Decker's planing mill, Baltimore; troops were sent from Fort Mcticury to preserve property. Loss \$100,000.

December 18.—Laimp and grocery store, Flushing, L. I. The village at one time was in imminent danger of being destroyed. Loss \$50,000.

December 20.—Half the business portion of Dardanelle, Ark, destroyed.

December 22.—Collier's rolling mill, Paterson, N. J. Loss \$10,000.

December 22.—Hood manufactory, Durgin's block, Boston, Loss \$30,000.

December 23.—Seven buildings, Washington street, Boston. Loss \$50,000

December 23.—Disastrous fire in Helena, Ark, Loss \$67,000.

Loss \$67,000.

December 23.—General configuration in Portland, Oregon; fire originated in a Chinese wash house. Loss \$350,000. December 27.—Car shops, Adrian, Mich. Loss 175,000.

\$75,000.

December 27.—A farge number of business houses, 8t. Louis, Mo.

December 28.—Clark's marble buildings, Memphis, Tenn.

December 28.—Burke's steam tannery, Springville, Ky. Loss \$25,000.

December 29.—Skowhegan Hotel and other buildings, Augusta, Me. Loss \$50,000.

Street Railroad Accidents in 187%. Street Rathroad Accidents in 1872.

January 2.—Henry Jane, mikman, kilied, corner Essex and Grand streets, by car of avenue Cline.

January 2.—Christian Ratcher, killed by street car, corner Sixth avenue and Twenty-eighth street.

January 2.—Isaiah Lawrence, a colored man, run over and killed on Thompson street, by a car of Seventh avenue line.

April 4.—John W. Whittaker, run over and killed by Grand street line of cars.

May 22.—John Klein, killed corner Houston and Sunfolk streets by a Grand street line car.

July 4.—A man run over and killed instantly, corner Twenty-third street, by a Second avenue car.

\$15,000.
February 4.—Aldrich & Co.'s woollen mill, Granby, Mass. Loss \$25,000.
February 7.—Smith & Covert's morecco factory, Albany, N. Y. Loss \$10,000.
February 7.—Kidder & Atkin's hosiery mills, Sand Lake, near Troy, N. Y. Loss \$10,000.
February 7.—National Hotel, telegraph office and other buildings, Oil City, Pa. Loss \$50,000.
February 7.—Ten stores at Port Huron, Mich. Loss \$60,000. corner Twenty-third street, by a Second Avenue car.
July 4.—Kate Wineson, aged eleven, killed cor-ner Eldridge street by a car of Grand street line. July 4.—Nicholas Wealty died from effects of injuries received at corner of Twenty-sixth street by being run over by a car of Seventh avenue line, June 15.

Rathroad Accidents in the United States

ville, Tenn. Loss \$23,000.
February 14.—Presbyterian church and five of the best buildings, Sharpsburg, Ky.
February 14.—Glass works, Rock Island, Ill.
Loss \$11,000.
February 16.—Benedict & Co.'s hat manufactory.
Bethul is one of the largest of the kind is the discount. in 1872. The following is a list of the principal railroad accidents that occurred in the United States in February 16.—Benedict & Co.'s hat manufactory, Bethel, Pa., one of the largest of the kind in the United States. Four hundred persons thrown out of employment.

February 16.—Waldo & Otto's steam forge, covering a quarter of an acre of ground, Locust Point, Mo. Loss \$20,000.

February 20.—Machine shops and engine house, Shakopee, Minn., belonging to St. Paul and Sloux Railroad. Loss \$100,000.

February 20.—Sweet's Hotel, Grand Rapids, Mich., the largest in that part of the State. One man lost his life. Loss \$25,000.

February 20.—Ring's Building, Cincinnati.

February 20.—Green Hill Hotel, North Cohasset, Mass. 1872:-

JANUARY.

January 24.—The Newark train ran down a double leam at West End, killing J. Van Wert, the driver, and two horses.

January 24.—A passenger train on North Missourl Railroad, fourteen miles from St. Louis, thrown down an embankment. Several severely injured, January 26.—William H. Whitney fatally injured, near Springfield, by a Boston and Albany Railroad

near Springfield, by a Boston and Albany Railroad train.

January 29.—Couplings of a passenger train on Louisville Short Lane Kallroad broke at Eagle station, lifty miles from Cincinnati, and swept over passengers, severely injuring a large number.

January 29.—Four engines coming down hill at Red Buttes, Wyoming Territory, on line of Union Pacific Railroad, ran into a train of six cars, all of which were wrecked.

January 30.—Charles E. Marshall, run over and killed at West Springfield by a train of the Boston and Albany Railroad.

January 31.—A smash-up on the New Jersey Railroad, at Newark. Two trains collided. The escape from a frightful catastrophe considered the most miraculous on record.

February 1.—The train from Pitiston to Philadelphia, while near Lockport, made a sudden jump over a chasm forty feet deep into Lehigh River. The cars took fire. Seven passengers were instantly killed and four subsequently died.

February 12.—Two trains, going at high speed, near Mitchell, Ind., collided. Six persons killed.

February 12.—An unknown man found on cowcatcher on train from New York to Philadelphia, at Trenton.

February 14.—Two freight trains came in collision on the Grand Trunk Railroad at Stratford. New York to Philadelphia, at Trenton.

tory of broadcloth in America. Loss \$10,000.

March 3.—Sigourney House, a large boarding school, Hartford, Conn. Loss \$5,000.

March 20.—Ohio Falls Car Works, Jeffersonville, Ind. Employed 700 men. Had orders for 2,000 cars. Loss \$500,000.

March 20.—Simons' Ethiopian Opera House, Philadelphia. Loss \$50,000.

March 20.—Logan House, Altoona, Pa. Loss \$60,000.

catcher on train from New York to Philadelphia, at Trenton.

February 14.—Two freight trains came in collision on the Grand Trunk Railroad at Stratford, N. H. Locomotives badly injured.

March 8.—Passenger train from Springfield to New York thrown off track. A number of passengers seriously injured, including Admiral de Rohan, of the French Navy.

March 8.—Serious accident on the New York Central, between Buffalo and Rochester. Train thrown off track and several persons injured.

March 22.—An express train wrecked at Conemaugh Furnace, West Pennsylvania Railroad. Two persons killed and fourteen wounded.

March 24.—Pary's lating to the constant of the persons killed and fourteen wounded.

APRIL TO JULY.

April 10.—A passengér train passing over Ledi
Bridge, near Paterson, N. J., the structure snapped
in two. The train became a complete wreck. A
brakeman was killed and several persons dangerously wounded; not one on board escaped injury.

May 19.—John Linge, while trying to board a
Yonkers train, was run over and killed.

May 28.—A coal train and a gravel train collided
on Newburg branch of Eric Railroad. Six cars
smasaed.

smassed.

June 4.—Explosion on engine of passenger train at Jackson, Fla. James Parker, fireman, killed, and

at Jackson, Fia. James Parker, fireman, killed, and others wounded.

June 14.—Jacob Horn killed at Morrisania by locomotive of New Haven train.

June 17.—A construction train on the Lafayette and Mississippi Railroad wrecked at Paxton, Ill. Seven men killed.

June 17.—An express train on Indianapolis and Cincinnati Railroad came in collision with passenger train containing a number of Germans returning from a singing feast at Cincinnati. One of the party killed.

ing from a singing feast at Cincinnati. One of the party killed.
July 4.—At Newtown Switch, Southside Railroad, three persons killed. Conductor arrested—usual where carelessness is supposed.
July 6.—Henry Walke, engineer, and Joseph Eldridge, fireman, killed by collision on Fairhaven (Mass.) Railroad.
July 9.—Two boys, Jacob and William Miller, killed by Hudson River train, near Seventy-third street. street.

July 29.—Terrible accident on Kansas Pacific Railroad, 113 miles west of Denver. Five persons

Raiiroad, 113 miles west of Denver. Five persons killed outright.

AUGUST, SEPTEMBER AND NOVEMBER.

August 13.—Nicholas Magraw run over on Erie Raiiroad and mortally injured.

September 5.—Collision on Baltimore and Ohio Raiiroad, near Independence, Ohio. Five killed and twenty-eight wounded.

September 5.—Collision at Ingram Station, on Pan Handle Raiiroad. Four persons killed.

September 10.—Collision on New York Central Raiiroad. Engine and six cars burned.

September 10.—A train on Pennsylvania Raiiroad wrecked below Middletown. Thirteen persons injured.

September 29.—Collision on Boonton branch of

ment, Millwaukee, Wis., struck by lightning and destroyed. Loss \$100.000. Delaware and Lackawana Rallroad, near Paterson. September 29.—Three cars on Boston and Mon-treal Railroad thrown over embankment near Lan-H. er 15.—Engineer and several persons collision on Memphis and Little Rock killed by collision on Memphis and Little Rock Railroad, near Buvall's Blaff, Ark. November 19.—Thomas Northrop fell of train of Pennsylvania Railroad, at Monmouth Junction, and was killed.

December 5.—Colision on Pennsylvania Railroad, near Millin, Pa. Seven persons killed,
December 22.—Passenger train between Brockton and Maysville fell over a bridge. The carscommenced to burn. Twenty persons killed.
December 24.—Collision on Achison and Santa Fe
Railroad, near Newton, Kan. Conductor and
another man killed.
December 24.—A train precipitated through a
trellis over Goose Creek, near Corry, Pa. Twenty
persons killed and thirty-five wounded.
December 28.—A stock train in rear car of
Orange county express run over H. M. Hermings.
December 28.—Collision of two incight trains on
Eric Railroad, near Bergen tunnel. Cars and contents destroyed.

January 9.—Engine house and eleven locomotives destroyed at Hairax, N. S.

January 27.—Beaufort Lunatic Asylum, Quebec, partially destroyed. The fire for a time raged with great fury, driving the firemen to shelter. The patients, 750 in number, had to be removed from the building. February 1.—Warercoms of Boucher & Co., Quebed, destroyed,
February 14.—New iron block, Toronto, occipies
by the heaviest merchants in the city, destroyed.
Loss \$500,000.
July 11.—Elliott's warchouses, Ontario. Loss
\$60,000.

Espicklons in the United States in 1872. January 2.—Explosion of kerosene at Carr & Co.'s works, Blissville, Long Island. Loss \$150,000. February 14.—A barrel of powder exploded in Philacciphia and set fire to several stores. J. Roedell jumped from a third story window and was taxally injured. Rocciell jumped from a third story window and was fatally injured.

February 14.—At Susquehanna depot, Pa., an engine exploded. Patrick McCoy, a brakeman and several others killed. Several were missing.

February 16.—A woollen mill at Peterboro, N. H., was destroyed by spontaneous combustion. Mrs. Ellen Epton, an operator, burned to death.

March 25.—Nitro-glycerine explosion on Pough-keepsie and Eastern Railroad. Several persons severely injured.

April 10.—A kerosene lamp exploded in the oil refinery, Delavan street, Brooklyn, caused by imperfect pipe leading to still.

May 9.—Boiler of steamer Rotary, off Old Point Comfort. Chief Engineer William Walker, wife and child and sister-in-law killed.

During month of August three persons lost their lives in Brooklyn by explosion of kerosene oil lamps,

lives in Brooklyn by explosion of Lectual lamps,
September 19.—Boller explosion at McCullogh's
iron foundry, Northeast Maryland.
October v.—Boller explosion at Suffolk Works,
Lowell, Mass. Dennis McCarthy killed.
November 16.—Boller explosion, at Bowlsburg,
Ohlo. Two men killed.
December 22.—Hot water apparatus in house of
Colonel Moniton, Cincinnati, exploded. A servant
girl fatally injured.

Colonel Monton, Cincinnati, exploded. A servant girl fatally injured.

February 6.—Damp mine casualty in Mitchell's colliery, near Wilkesbarre, Pa. Three men killed. July 3.—Coal mine on fire on line of Cleveland and Pittsburg Railroud. Twenty men and one boy in mine when fire broke out. Eleven escaped; ten smothered to death.

August 3.—Two brothers—Peter and Matthew smothered to death.

August 3.—Two brothers—Peter and Matthew George—Two brothers to all mine by choke damp, near Evansville, Ind.

December 29—Henry Williams fell 600 feet down in the slope of Thomaston colliery, near Pottsville, and was instantly killed.

Fatal mining accidents are now a rare occurrence in California.

Railroad Aceldents in Great Britain. Accidents on English railroads are perhaps more requent than in the United States. "Railway Accidents" meets the eye in nearly every paper that is taken up, but in all cases the circumstances are afterwards fully investigated by a government officer, and any delinquency proved against officers or employes is certain to be severely punished. The most serious disaster during 1872 occurred on the Calcionian Railroad, October 2, when eleven lives were lost and a large amount of damage done. It would be impossible to give a full list, but a few of the more important collisions, &c., are appended:-

January 4.—Locomotive on Highland Railroad exploded. One man instantly killed and many others wounded.

January 1.—Benjamin Graves run over and killed by a train on the London and Southern Counties hine.

January 17.—Night mail train from London to
Manchester entirely destroyed by fire.

February 6.—Charles Ready and four wagons
forced over a steep decilvity by a train on Midland

February 9.—Inspector Williams, on same road. killed by a train.
February 10.--Collision on Great Western road between two trains; several passengers wounded.
February 21.—Collision, owing to gross careless
ness, on North Staffordshire road; trains smashe

February 23.—Joseph Smith killed by a collision between two Irains on London road, near Bromley. March 12.—Driver killed by being run over on Northearter liver Marca 12.—Driver killed by being run over on Northeastero line.

April 16.—John Jenkins killed by a train at South Bermondsey station.

May 14.—A woman and child killed near Preston, on the Manchester and Liverpool line.

May 14.—Collision on the midnight Scottish mail at Darlington.

May 14.—Serious collision on the North British

May 14.—Serious collision on the North British ine near Preston; cars wrecked.

September 2.—William Bulmer crushed to death by two cars on Hockton and Darlington road. tion, near Worcester, and several passengers seri-

ously injured.

September 27.—Edward Smith killed by a train passing over him at the Blackford station, London.

October L.—Train on Northwestern road run off track and narrowly secaped collision with Colwith train from London.

train from London.
October 2.—Collision on the Caledonia Railroad at Kirklesbridge. Engine driver and ten passengers killed.
October 5.—Charles Pryer killed by a train on Great Eastern road passing over him at Kittlebridge. ridge. October 9.—Henry James Palmer kliled on Metro-

politan road.
October 9.—A man killed at Brighton station by a passenger train.
November 12.—The Southeastern express train to London running at full speed, when three miles from the city, burst its engine and wrecked four cars. Same day, a train going north from Newcastle ran into an engine and destroyed a number of years.

castle ran into an engine and destroyed a number of vans.

November 29.—A special train was thrown down an embankment thirty feet deep at Nantygio, a mining station. One man killed and all on board injured. The train was a mass of ruins.

an embankment thirty feet deep at Nantygio, a mining station. One man killed and all on board injured. The train was a mass of ruins. November 30.—A melancholy accident occurred at Mapeth to a young woman named Jane Wilson. She was on her way from Acton to be married, and on the arrival of the train one of the bridal party jumped off the car. She followed, was thrown down and crushed to death.

November 30.—Two trains came in collision at Widney. The engine driver lost his life and two passengers were mjured.

December 1.—James Judge was run over and killed at Bolton by a train on the Northeastern road. December 4.—Collision on the Lancashire and Yorkshire road at Helmabore. Five cars broke to pleese and both engines damaged. Same night, Matthew Haworth, a signal man, was run over and killed by a train from Manchester.

December 4.—At Blisworth Junction a passenger train on the London and Manchester line ran off the track and went down an embankment. Only one person injured.

December 4.—Train from Gloucester ran into a van near Newyort. Ten cars were destroyed.

December 6.—A wheel of a locomotive on Midiand road broke, and two passenger cars ran off track. One gentleman killed. Same day two men were severely injured by a collision on the London and Midland road. Same day another collision took place near Sheffield. One man severely injured.

December 11.—A train on the London and Manchester line, while at high speed, run over a truck.

took place near Sheffield. One man severely injured.

December 11.—A train on the London and Manchester line, while at high speed, run over a truck.
December 12.—A collision occurred on the Western road. A passenger train run into a coal train
of thirty cars, completely wrecking it.
December 13.—Fatal boiler explosion at Bermonsby. Roof of building blown away.
December 14.—On the Manchester and Lincolnshire line a goods train followed by another laden
with salt was run into by the latter. Trainc was
interrupted during the entire day.
December 15.—The driver of a train on the Great
Western road while passing over a bridge was
killed.
December 18.—Three lives lost at Dolcoath tin
mine by rubble failing into shaft.

Fires in Great Britain in 1872.

Only a few large configgrations occurred in England during the year. Warwick Castle and Canterbury Cathedral were those about which the most interest was awakened, owing to historical asso-ciations. Small fires were numerous, and they were soon extinguished. During the harvest season fires in the provinces were quite prevalent. In the London Times of September 20 it is stated, "a complete panic exists among the people of Stockton district on account of numerous acts of incen-diarism. The farmers have formed a vigilance

committee to patrol the district." A list of the most destructive fires is here given :-January 1.—Church in Manchester struck by lightning and entirely destroyed. April 19.—Laird's steam saw mills, Birkenhead. May 28.—Public buildings in Drury lane entirely

May 29 .- Several buildings on Gaston road burned May 30 .- Extensive foundry and engine works at May 30.—Bobbin and shuttle works, Fletcher

ead, Preston.

May 30.—Fielding's extensive cotton mill, Manchester.

June 3.—Torbane Hill Mineral Werks, near Bath-June 3.—Torbane Hill Mineral Works, near Bathgate. Ten thousand tons or minerals destroyed.

September 27.—Fire in Thames street, London, causing great alarm. Floating engines were brought into operation. Great havoe was created by the fiames.

September 28.—Two fires on Kingslaud road, destroying a large amount of property. The people were in bed when it broke out, and had great difficulty in segaping.

cuity in escaping.

November 6.—Fire in Rain's Mine, near Manchester; six men killed.

November 10.—Great fire at the Hadley flour mills, near Blackfriar's Bridge, London. The floors, one by one, gave way with a great crash; a fireman was killed.

November 12.—Carphyne Iron Works Conthridge. man was killed.

November 12.—Carnbroe Iron Works, Coatbridge, destroyed. One of the inrances burst and killed one man, besides severely injuring five others.

November 12.—City Flour Mills, London, destroyed.

stroyed.

December 7.—Post office building and several large establishments at Maidenhead burned down.

Explosions, Accidents, &c., in Great

It will be observed that nitro-glycerine accidents cour from time to time in England. Mining acciients are less frequent, owing to preventive laws,

January 7.—Fatal gas explosion at Hadswath; several persons killed.

January 25.—Five men drowned in Blackwood coal pit, hear New port.

March 22.—Two houses in Chelsea fell, killing Charles Free.

April 14.—Two men killed by falling of a building at Chelsea.

Charles Free,
April 14.—Two men killed by falling off a building at Chelsea.

May 18.—Explosion at Hanworth Mills. One man and a large number of operatives injured.

September 18.—A terrible accident occurred at British Cotton Works while in full operation. A shalt weighing ten tons fell to the ground floor, through floors on which a large number of women were employed. One of the girls was killed and about thirty were badly injured.

September 20.—A wall of a factory in Shields gave way and inflicted serious injury upon nine girls, one of whom died.

September 23.—Two men were fatally injured by a boiler explosion, near Dewsbury.
October 12.—A fatal explosion of dynamite occurred in a quarry near Carnarvon. The agent and one of the workmen were killed.

November 12.—A building in course of erection in Brighton fell to the ground, killing three men and a hoy.

November 16.—Part of the flooring to the entrance of the Odd Fellows' Hall Concert Rooms, Halifax, gave way, precipitating one hundred boys to the room below. Eleven were injured.

November 16.—A dreadful colliery accident occurred at Walsail by which twenty-two persons lost their lives by carbonic acid gas. Ten bodies were found upon the floor of the mine, seven were crowded together in a sitting posture and others scattered around in different positions.

December 4.—Gas Works at Newport exploded, killing several men instantly.

December 10.—Two fatal dynamite explosions near Fowey. A house blown away. A foreman took home some cartridges and put them on the stove to dry. The house was destroyed and two men killed.

May 11.—At Gawthorpe, near Burnley, three men and a way and the store and a two men killed.

men killed.

May 11.—At Gawthorpe, near Burnley, three men, all married, were killed while working in a mine by throwing a load of brick down the shaft. Deaths by Drowning.

The English papers contain almost constantly ccounts of fatal cases of drowning of parties while engaged in boating. During the Spring and Sum-mer seasons they occur very frequently. The lollowing are a few cases during 1872 :-

April 1.—Eliza Poole, a young woman, in company with her amanced, while boating on the Thames, was drowned.

May 29.—Alexander Nichols drowned by upsetting boat in Thames.

June 1.—Four young men drowned in the Thames

while boating.

September 14.—A young man drowned accidentally by upsetting of a boat in River Medway.

September 20.—Captain Watts, R. N., and Captain Stone, R. N., drowned at Radspool by upset-

tain Stone, R. N., drowned at Kadspool by upsetting of a boat.

September 28—Two men drowned in River Ribbie, while on a blasting excursion.

October 1.—A Mr. Stevenson engaged a boat at Bagnor, and while on the water it upset and he was drowned. The owner was fined £5 for not sending more than one man to take care of it. October 2.—A small boat overturned in Thames River, and three boys were drowned.

October 13.—A lady and gentleman were drowned in the Medway by the upsetting of a boat. November 15.—Two coast guardsmen drowned at Walton-on-Naze, while in a boat going to supply water to a near station.

IS EMIGRATION A NATIONAL AFFAIR?

The Commissioners of Emigration held their regdar meeting yesterday afternoon, Mr. Richard O'Gorman in the chair. The following report was submitted and approved :-

Number of alien passengers arrived to December 23, 1872 290,855 23, 1872. umber of alien passengers arrived since to De-cember 30, 1872. 1,540 Total
To same date in 1871
BECKETTS AND DISBURSEMENTS.
Balance in bank January 1
Aggregate receipts to December 16. \$642,018
Received since to December 30 for commu-

Total
Disbursements as per previous account, to
December 16. \$659.971
Current expenses to December 30. 30,460
Paid loan of Broadway Bank and interest
45,615

\$20,727 Commissioner Wallach said the Commissioners ought to take some action in regard to the bill before Congress proposing to remove the jurisdiction over all matters appertaining to emigration from the State to the nation. He said the bill was entitled "A Bill to Encourage Emigration to the United States," but in his opinion its real title ought to be "A Bill to Prevent Emigration to the United States."

ought to be "A ishi to Prevent Emigration to the United States."

After a lengthy debate, in the course of which Commissioner Lynch expressed the opinion that the bill could be postponed until Congress adjourned, while Commissioners O'Gorman, Hart and Nicholson were in favor of immediate action, a committee of seven was appointed to prepare a protest, and, if necessary, to go to Washington. The committee is composed of the following members:—Commissioner O'Gorman, Chairman; Commissioners Forrest, Wallach, Nicholson, Hart, Lynch and Kaufman. The committee will meet on Saturday next, at two o'clock P. M.

FIGHTING THE MODOCS. Captain Jack and His Hundred War-

riors Not To Be Drawn Out of Their Stronghold-Shot and Shell To Be Used By the Troops.

SAN FRANCISCO, Dec. 31, 1872.

The military who were sent out to fight the Inlians have not yet succeeded in drawing the Cave. Every stratagem to dislodge them has thus far faited. Howitzers and bombshells, which have arrived from Fort Vancouver, will be used against

them.
Additional troops have been stationed at Fort Klamath.
Captain Jack's band has been increased and now numbers over one hundred warriers, who are all well armed and have the reputation of being good subting man.

RAILROAD CONTRACTORS IN TROUBLE.

PORTLAND, Me., Dec. 31 1872.

In the Supreme Court, Chambers, yesterday Judge Virgin, on the petition of the Portland, Saco and Portsmouth Railroad Company, ordered that a writ of attachment Issue against certain contractors on the Boston and Maine extension restraining them the Boston and Maine extension restraining them from constructing any railroad track in or through the town of North Berwick within 160 feet of the depot of the complainants or running any construction train or cars upon such tracks at or near the time when passenger or freight trains of the complainants are due.

Four of the parties—Messrs. Hilliard, Brown, Flowers and Ricker—have been once arrested on a writ of attachment, but have since disobeyed the decree: so, if they are arrested again they cannot give ball.

OPENING OF THE NEW PUBLIC LIBRARY OF

CHICAGO, III., Dec. 31, 1872. The new Public Library of Chicago was formally opened to the public to-day. It contains 1,500

NEW YORK STATE MILITIA APPOINTMENTS.

ALBANY, Dec. 31, 1872.
Assistant Adjutant General Rathbone has made the following appointments:-Assistant Adjutant General John B. Stonehouse; Chief Cierk, Alfred H. Taylor; Clerks, David M. Putnam, Joseph A. Stratton and John B. Sturtevant; Messenger, John Cooke; War Claim Account: Assistant Inspector, General Office, Lieutenant Colonel F. M. Butler: Clerk, William H. Ferrill, THE CENTRE STREET HORROR.

Another Day Spent Among the Ruins and No Bodies Found.

The Recovery of the Remains Despaired Of.

The work of excavating the Centre street ruins was commenced again yesterday morning, and, not withstanding the disagreeable weather, was proceeded with vigorously. Captain Kennedy superintended the proceedings, assisted by Sergeants Douglass and Looney. At the start the men employed-seventy-five in number-were di vided into two squads. One, under the command of Sergeant Douglass, was engaged in the central portion of the building, and the other, under the directions of Sergeant Looney, clearing the pas sage to the fire escape. A drizzling rain, which continued to fail during the morning, thoroughly drenched the laborers before they had been long at work; but this drawback caused no diminution of the ardor with which the search was prosecuted. Notwithstanding the disagreeable weather

but it was not considered necessary to keep up the cordon at the entrances of Leonard and Worth

the curious from pressing upon the ruins.

The brother of the missing girl, Bridget M. Grath, was present during the day and was

actively engaged at work. He has been working patiently in the ruins since the night of the fire, and tates that he will not relinquish the search until

patiently in the ruins since the night of the fire, and states that he will not relinquish the search until some trace of his sister is found.

One of the girls employed in the building that the sister was seen coming that his sister was seen coming to believe and says that his mide that young Binns and had she gained the scairwy. A brosher boy Binns was also present. A companion of mis, who worked with him, says that young Binns and himself tried to escape through the building on worth street when the fire first broke out. He was successful, but thinks that Binns must have fallen a victim to the falling beams.

Notwithstanding the vigor with which the search was prosecuted there were no traces of bodies found during the day until four o'clock in the afternoon. During the afternoon Sergeant Douglass jound some spoons and pieces of chinaware, with a Photograph of A Young woman and baby. At one o'clock a human limb was found, but the part of the body to which it belonged could not be ascertained, as there were no physicians upon the ground. Like everything jound, it was sent to the station house and is to be carefully preserved. Some fragments of clothing were also discovered and sent along with the bone.

The body of Jane Stewart, one of the victims, was interred yesterday afternoon. The funcral took place at St. John's chapel, Varick street, whither it had been removed for interment Monday atternoon. The charred and blackened fragments had been fully identified and placed in a hanesome rosewood casket, and when the time for holding the services had arrived they were conveyed to the church. There was a very large congregation there, who wished to render every attention to the memory of the dead girl, who while living was, active in her attendance upon the duites and services of the Church. The solemn burial service was read by the Rev. Mr. Ford. At its co

periormed.

As the laborers were an xious to have some money for the New Year's festival they were paid on by Captain Kennedy in the station house last evening. Work will be promptly resumed this morning, and something definite will probably be known about the remains before night.

A Correction.

NEW YORK, Dec. 31, 1872. TO THE EDITOR OF THE HERALD :-

SIR-Under this heading in this morning's issue are some allusions to the internationals which are incorrect and unjust. The Internationals went in squads to the ruins Sunday afternoon with the intention of working, but saw paid men working at clearing the débris. Their services were not

at clearing the debris. Their services were not offered then, because it would have looked like bravado on their part.

At a quarter before nine o'clock yesterday morning I had already sent away thirty-seven of our members who had come singly to help recover the bodies, and before the sefe had been carted away the number had increased to 107, to whom I made sign to go home. It was then about eleven o'clock. The only reason that you did not see them is that "none of us wore red shirts." Only one of us had a piece of red tape at his buttonhole. We were all dressed like what we are—workingmen. Yours truly,

Men. Yours truly, AN OFFICER OF THE FEDERAL COUNCIL.

TO THE EDITOR OF THE HERALD:-

The writer of the anonymous slander upon the Department of Buildings, in the HERALD of Tuesday, in which he skulks behind the title of "Architect," to which he is probably not entitled, is not really deserving of respectful notice; but the public mind has been sufficiently abused and its sentiment misled by just such persons heretofore, and, n order to avoid a perpetuation of the mischief, I will answer the malicious queries of your correspondent-malicious because implying facts which do not really exist. Were the writer an architect he would have known that the law in regard to the requirement of sixteen-inch walls in dwelling houses was strongly opposed by many

builders and owners, who believed that tweive-inch walls, if corbeiled out so as to admit of eight inches between beams, were sufficient in dwelling houses, and upon appealing from the decisions of this department to the Supreme Court the diver-sions was allowed, and the matter so remains pend-ing the future action of Court or change in the law by legislation. ing the future action of court or change in the ingle by legislation.

In regard to the "amount paid by Barnum," I have no knowledge whatever. I certainly received none. Architects and builders all know, by public notice, that no fees or charges of any kind are legally required by officials of this department. The "additions" and alterations made in Barnum's building were improvements which rendered it more safe, and Barnum was not likely to pay unnecessarily. But, if the writer will come bololy out from the honorable disguise of "An Architect," which he assumes for evil purposes and disgraces by anonymous communications, I will cheerfully afford every assistance in my power to graces by anonymous communications, I will cheerfully afford every assistance in my power to investigate that matter or any other. Very respectfully,

JAMES M. MACGREGOR,

Superintendent of Buildings.

FOR THE FIREMEN.

A Donation from Mr. A. T. Stewart to the Fireman's Relief Fund.

The following letter was read at the session of the Board of Fire Commissioners yesterday :-

New YORK, Dec. 26, 1872.
Hop. William Hitchman, President of the New York Fire Hon. William Hitchman, President of the New York Fire Department:—

My Deas Six—As the year is drawing to a close I feel that among the many claims upon us incident to the meason, we should not forget the brave firemen or our city, who, on all occasions, by night as well as by day, not only protect us from conflagrations, but frequently imperil their lives in our service. Enclosed please find check for \$1,000, a contribution to the relief fund of your Department, to be applied in and of those men who may become disabled in the performance of duty. With thanks to yourself and colleagues for the admirable manner in which the department has been conducted while under your charge. Believe me sincerely yours.

AlkXX T. STEWART.

The following resolution was then read and

adopted:adopted:—
Resolved. That the Board of Commissioners of the Fire Department acknowledge with gratitude the contribution of A. T. Stowart, Esq., of \$1,000 to the relief fund of the Department, and that such evidence of appreciation upon the part of citizens, whom it is their duty to protect from the ravage of fire, are uncentives to extra exertion, which will not be forgotten in the hour of danger.

Mr. Hitchman, President of the Board, also read the following, a copy of which has been forwarded to Mr. Stewart:— O Mr. Stewart:— Headquarrens Fire Department City of New York, New York, Dec. 31, 1872.

HEADQUARTERS FIRE DEFARTMENT CITT OF New YORS, New YORS, Dec. 31, 1872.

MY DEAR SIR—I hasten to acknowledge, on behalt of myself and colleagues and also of the officers and men of this Department, the kind and merited compliment you bestow on their efficiency and zeal in the protection of the public, a duty always arduous, but especially so at this inciement season. I also wish to acknowledge the compliment you pay to the management of the Department and your generous contribution of your check for \$1,000 to our relief fund.

Will you allow me to succest that parhaps the use of the money in the endowment of a gold medal, to be beknown as the Stewart medal, would be a more lasting evidence of the kind appreciation you express, while use in as an incentive to the additional exprison of the members of the Department in saving life as well as property. Very respectfully.

MY ALEADSER I. STEWART.

Mr. ALEXANDER T. STEWART.

to seems this next second for army loss fallow